2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
130

Town of South Boston

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of South Boston																
From: North Main St																
34 Hodges Street	0.54	**2200**	**F**	98%	0%	1%	0%	0%	0%	C	0.105	F	0.572	2300	F	2002
To: US 360																
From: US 501 Riverdale																
58	0.18	**14000**	**F**	84%	1%	3%	1%	11%	0%	F	0.072	F	0.549	14000	F	2002
To: ECL South Boston																
From: Wilborn Ave Main St																
129 North Main St	0.09	**3500**	**F**	97%	1%	2%	1%	0%	0%	F	0.094	F	0.752	3800	F	2002
To: Broad St																
From:																
129 North Main St	0.38	**4700**	**F**	97%	1%	2%	1%	0%	0%	C	0.101	F	0.515	5000	F	2002
To: Hodges St																
From:																
129 North Main St	0.16	**6000**	**F**	97%	1%	2%	1%	0%	0%	F	0.098	F	0.520	6300	F	2002
To: Edmunds St																
From:																
129 North Main St	0.19	**5900**	**F**	94%	0%	2%	3%	1%	0%	F	0.098	F	0.511	6300	F	2002
To: College St																
From:																
129 North Main St	0.63	**5700**	**F**	94%	0%	2%	3%	1%	0%	F	0.103	F	0.501	6000	F	2002
To: Cavalier Blvd																
From:																
129 North Main St	0.88	**8100**	**F**	94%	0%	2%	3%	1%	0%	C	0.1	F	0.524	8600	F	2002
To: NCL South Boston																
From: Main St																
304 Seymour Dr	0.08	**2900**	**F**	98%	0%	1%	1%	1%	0%	F	0.097	F	0.611	3100	F	2002
To: Broad St																
From:																
304 Seymour Dr	0.38	**3700**	**F**	98%	0%	1%	1%	1%	0%	C	0.093	F	0.533	3900	F	2002
To: Marshall St																
From:																
304 Seymour Dr	0.25	**3300**	**F**	98%	0%	1%	1%	1%	0%	F	0.093	F	0.56	3500	F	2002
To: US 360																
From: US 501 Riverdale																
360 58	0.18	**14000**	**F**	84%	1%	3%	1%	11%	0%	F	0.072	F	0.549	14000	F	2002
To: CL South Boston																
From: SCL South Boston																
360	0.16	**12000**	**F**	85%	1%	2%	2%	9%	1%	F	0.08	F	0.532	12000	F	2002
To: Seymour Dr																
From:																
360	0.52	**12000**	**F**	85%	1%	2%	2%	9%	1%	F	0.077	F	0.606	12000	F	2002
To: Hodges St																
From:																
360	0.44	**13000**	**F**	85%	1%	2%	2%	9%	1%	F	0.078	F	0.512	13000	F	2002
To: Cavalier Blvd																
From:																
360	0.09	**12000**	**F**	85%	1%	2%	2%	9%	1%	F	0.071	F	0.594	11000	F	2002
To: ECL South Boston																
From: US 58; SCL South Boston																
501	0.46	**18000**	**F**	95%	1%	1%	0%	2%	0%	C	0.084	F	0.531	18000	F	2002
To: Old SCL South Boston																
From:																
501 Main St	0.07	**17000**	**F**	95%	1%	1%	0%	2%	0%	F	0.093	F	0.547	18000	F	2002
To: Broad St																
From: Main St																
501 Broad St	0.09	**7300**	**F**	95%	1%	1%	0%	2%	0%	F	0.089	F		7800	F	2002
Combined Traffic:		**14000**	**F**	95%	1%	1%	1%	2%	0%	F	0.089	F		15000	F	
To: Seymour Dr																
From:																
501 Broad St	0.22	**8200**	**F**	95%	1%	1%	0%	2%	0%	C	0.088	F		8700	F	2002
Combined Traffic:		**18000**	**F**	95%	1%	1%	1%	2%	0%	C	0.087	F		19000	F	
To: SR 129 N Main St																
From:																
501 Broad St	0.26	**6900**	**F**	95%	1%	1%	0%	2%	0%	F	0.091	F		7300	F	2002
Combined Traffic:		**15000**	**F**	95%	1%	1%	1%	2%	0%	F	0.091	F		16000	F	
To: 130-6 Third St																

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of South Boston																
501 Broad Street Ext.	0.18	**6100**	**F**	95%	1%	2%	0%	2%	0%	C	0.089	F		6500	F	2002
From: 130-6 Third St To: 134-4700 Edmunds St																
501 Broad Street Ext.	0.24	**6100**	**F**	95%	1%	2%	0%	2%	0%	F	0.090	F		6500	F	2002
Combined Traffic:		**19000**	**F**								0.090	F		20000	F	
From: Webster St To: 130-4702 Hamilton Blvd																
501 Broad Street Ext.	0.68	**16000**	**F**	95%	1%	2%	0%	2%	0%	F	0.086	F	0.546	17000	F	2002
From: Hamilton Blvd To: Old NCL South Boston																
501 Halifax Rd	0.69	**17000**	**F**	95%	1%	2%	0%	2%	0%	F	0.086	F	0.513	19000	F	2002
From: N SR 129 To: NCL South Boston																
501	0.79	**19000**	**F**	95%	1%	2%	0%	2%	0%	F	0.087	F	0.557	19000	F	2002
From: Broad St To: Seymour Dr																
501 Main St	0.07	**6900**	**F**	94%	0%	1%	1%	3%	0%	F	0.089	F		7300	F	2002
Combined Traffic:		**14000**	**F**	95%	1%	1%	1%	2%	0%	F	NA			15000	F	
From: Seymour Dr To: SR 129 N Main St																
501 Main St	0.18	**10000**	**F**	94%	0%	1%	1%	3%	0%	C	0.087	F		11000	F	2002
Combined Traffic:		**18000**	**F**	95%	1%	1%	1%	2%	0%	C	NA			19000	F	
From: SR 129 N Main St To: Third St																
501 Wilborne Ave	0.26	**8600**	**F**	94%	0%	1%	1%	3%	0%	F	0.093	F	0.549	9100	F	2002
Combined Traffic:		**15000**	**F**	95%	1%	1%	1%	2%	0%	F	NA			16000	F	
From: Third St To: US 501																
501 Wilborne Ave	0.57	**13000**	**F**								0.09	F	0.649	13000	F	2002
From: Edmunds St To: Summit Dr																
1 Railroad Ave	0.36	**750**	**F**	96%	1%	1%	1%	1%	0%	F	0.090	F	0.526	800	F	2002
From: Summit Dr To: Seymour Dr																
1 Railroad Avenue	0.18	**840**	**F**	96%	1%	1%	1%	1%	0%	F	0.104	F	0.529	890	F	2002
From: Seymour Dr To: Vaughan St																
2 Riley Ave	0.16	**1100**	**F**	99%	0%	1%	0%	0%	0%	F	0.098	F	0.504	1200	F	2002
From: Railroad Ave To: Thomas St																
3 Seymour Dr	0.11	**1700**	**F**								0.109	F	0.567	1800	F	2002
From: Riley Ave To: Pine Ave																
4 Vaughan St	0.35	**850**	**F**	97%	1%	2%	1%	0%	0%	C	0.104	F	0.5	900	F	2002
From: Wilborn Ave To: North Main St																
5 Webster St	0.61	**950**	**F**	98%	0%	1%	0%	0%	0%	C	0.092	F	0.606	1000	F	2002
From: US 501; 3RD ST To: 1US 501-P																
6	0.14	**1200**	**F**								0.123	F		1200	F	2002
From: WCL South Boston To: Wilmoth Ave																
4700 Berry Hill Rd	1.13	**2300**	**F**	98%	0%	1%	0%	0%	0%	C	0.095	F	0.517	2500	F	2002
From: Wilmoth Ave To: Summit Dr																
4700 Berry Hill Rd	0.20	**3400**	**F**	98%	0%	1%	0%	0%	0%	F	0.101	F	0.530	3600	F	2002
From: Summit Dr To: Railroad Ave																
4700 Edmunds St	0.06	**3500**	**F**	97%	0%	2%	0%	0%	0%	F	0.088	F	0.524	3700	F	2002

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of South Boston																
				From: Railroad Ave												
(4700) Edmunds St	0.45	**1900**	**F**	97%	0%	2%	1%	0%	0%	C	0.102	F	0.589	2000	F	2002
				To: Wilborn Ave												
				From:												
(4700) Edmunds St	0.54	**960**	**F**	99%	0%	0%	0%	0%	0%	C	0.110	F	0.568	1000	F	2002
				To: North Main St												
				From: Seymour Dr												
(4701) Marshall Ave	0.15	**1000**	**F**	97%	1%	2%	0%	0%	0%	F	0.132	F	0.546	1100	F	2002
				To: Fenton St												
				From:												
(4701) Marshall Ave	0.41	**1300**	**F**	97%	1%	2%	0%	0%	0%	C	0.133	F	0.582	1400	F	2002
				To: Hodges St												
				From: SCL South Boston												
(4702) Hamilton Blvd	0.37	**3000**	**F**	97%	0%	1%	0%	0%	0%	C	0.102	F	0.653	3200	F	2002
				To: Wilborn Ave												
				From:												
(4702) Hamilton Blvd	0.70	**6100**	**F**								0.097	F	0.565	6400	F	2002
				To: North Main St												
				From:												
(4702) Hamilton Blvd	1.26	**6100**	**F**	94%	0%	2%	1%	3%	0%	C	0.094	F	0.538	6400	F	2002
				To: US 360												
				From: North Main St												
(4704) College St	0.80	**1300**	**F**	97%	0%	2%	0%	0%	0%	C	0.095	F	0.504	1400	F	2002
				To: Cavalier Blvd												
				From: North Main St												
(4710) Jeffress St	0.20	**1000**	**F**	96%	2%	1%	0%	0%	0%	C	0.112	F	0.55	1100	F	2002
				To: Fenton St												
				From: Jeffress St												
(4710) Fenton St	0.19	**710**	**F**	95%	4%	1%	0%	0%	0%	C	0.136	F	0.553	750	F	2002
				To: Marshall Ave												
				From: Edmunds St												
(4713) Watkins Ave	0.61	**2800**	**F**	97%	0%	2%	1%	1%	0%	C	0.102	F	0.542	3000	F	2002
				To: Seymour Dr												
				From: Llewellyn Avenue												
College Street		**680**	**F**								0.115	F	0.557	680	F	2002
				To: Washington Avenue												
				From: Spring Avenue												
Ridge Street		**440**	**F**								0.118	F	0.577	440	F	2002
				To: Alderson Avenue												